

ANNUAL REPORT *2021/22*



RiSSB
RAIL INDUSTRY SAFETY AND STANDARDS BOARD



Industry's
partner in
co-regulation.

Contents

Chair's Overview	2
CEO's Report	4
FY2021-22 Highlights	8
RISSB's Strategic Plan 2017-2022	10
Publications and Major Projects	12
Training	14
Events, Programs and Industry Co-ordination	16
Governance	20
RISSB Membership	24
Directors Report and Financial Statements	25



This report covers RISSB's overall performance for 2021-22.

This and earlier Annual Reports are on our website at www.rissb.com.au/publications/

We welcome feedback to help us improve our reporting. Comments can be sent to info@rissb.com.au.

Copyright © RISSB 2022

CHAIR'S OVERVIEW

As RISSB approaches its 20th anniversary, this report demonstrates that we've come a long way since our early formative days as the Code Management Company.

The RISSB of today is a resilient, independent, membership-based organisation committed to adding value to stakeholders across every aspect of their business. Users of the Australian Rail Risk Model (ARRM) have unrivalled access to safety and risk intelligence. Using RISSB-produced Standards, stakeholders can meet their obligations under the Rail Safety National Law and maintain and improve the performance of their company's assets. Attending RISSB events can help build stakeholders' networks and understanding of complex industry issues and increase their understanding of the benefits of embedding interoperable and harmonised Standards in their operations. These are just some of the ways in which our members are benefitting from RISSB.

Our work over the past year has demonstrated that RISSB has continued its unfaltering support of the rail industry and delivered on behalf of its members notwithstanding the challenging and uncertain times.



A three-year harmonisation plan developed by RISSB and forming part of the National Rail Action Plan is tracking to schedule.



Some of RISSB's noteworthy achievements over the past year include the development of 20 publications; the creation of Australia's first harmonised network rules - Walking in the Danger Zone and Network Communication; stewardship of the Australian Level Crossing Assessment Model (ALCAM); continued delivery of RISSB's popular MasterClass webinars; and post COVID face-to-face training delivered in major capital cities across Australia.

All of the aforementioned activities have been made possible by the RISSB CEO and team, who have displayed passion and commitment over two years of the pandemic. The Board wishes to acknowledge the seamless shift to working online and thinking creatively about project delivery and the hybrid and virtual engagement options that have been offered to members and other stakeholders.



The Board commends the team's work in developing a robust work plan which not only provides clear guidance to industry on how to address key safety vulnerabilities, but also focuses our efforts on activities that support our members. The ongoing dialogue on asset management, noise, track worker safety, level crossing safety and sustainability will reap rewards for many years to follow.

I would also like to thank the Commonwealth and State Governments for ongoing funding support under our Memorandum of Understanding. This has enabled RISSB to continue to drive national harmonisation and interoperability which is crucial in supporting the national reform agenda. A three-year harmonisation plan developed by RISSB and forming part of the National Rail Action Plan is tracking to schedule with RISSB exceeding its set targets to deliver four Standards and one project.

Specific initiatives such as the National Rolling Stock Register, the user-centric transformation of ALCAM; the management and annual update of the Australian Rail Risk Model (ARRM); the delivery of our flagship engagement program for young technical professionals – Horizons; and the work that we do in facilitating and managing various industry groups are all worthy of note.

Thank you to the growing community of members for your belief, trust and support of RISSB inclusive of financial and in-kind support. Many of you have employees who are Development members who freely give their time

and have collectively contributed to the development of 20 publications this financial year.

I particularly wish to draw attention to the efforts of Deborah Spring who, as CEO, has been instrumental in driving positive change in RISSB over the past three years. Under her leadership, RISSB has successfully repositioned itself as industry's partner in co-regulation and transformed and restructured to better serve its members and increased its range of member engagement offerings.

As we enter a new financial year, I will be stepping down as Chair and resuming my role as an Independent Director and Deborah will be taking over as Chair of the Board. The Board has appointed well-known industry executive Damien White to the position of Chief Executive Officer and this places RISSB in continuing good hands.

The past year has been a rewarding experience and allowed me to further appreciate how RISSB is delivering on a complex rail operational and safety reform agenda and doing so with genuine passion and enthusiasm.

I have great pleasure in presenting the highlights of our achievements in 2021-2022 and look forward to working with all RISSB stakeholders as industry's partner in co-regulation..

DAVID GEORGE
Chair



CEO'S REPORT

I am pleased to present the RISSB 2021-2022 Annual Report, covering my third year as its CEO. When I started the role of CEO, my first objective was to deepen my understanding of RISSB and how it could best contribute to the Australian rail industry.

That journey started with many conversations with members, governments, potential members and the RISSB team and continued right up until the end of this financial year.

My learnings drove the repositioning of RISSB in 2019-2020, and the launch of a transformation to turn RISSB into an organisation that revolves around its members. Our revamped business model, which focuses on member engagement, training and innovation, is now well established and is starting to deliver results for members, our stakeholders and the wider rail community.

Over the past year we have continued to achieve strong performance in our products, services and engagement methods and have recorded strong membership growth, a telling sign of industry's confidence in RISSB and its value to industry.



For the second consecutive year, we saw strong membership growth with a 27 per cent increase in members, taking the total number of members from 115 to 146.



Membership

For the second consecutive year, we saw strong membership growth with a 27 per cent increase in members, taking the total number of members from 115 to 146 (as of 30 June 2022). The increase in members featured more engineering companies with a global footprint, individuals with meritorious service to the rail industry and privately-owned consultancies.

Products

During 2021-2022, we delivered 20 publications including Standards, Guidelines and Codes of Practice, all of which help our members improve safety, reduce costs, and increase productivity and efficiency. There were also industry firsts including Australia's first dedicated Standard for light rail.

We also delivered two nationally adopted harmonised rules for the Australian rail network – Walking in the Danger Zone and Network Communication. These rules are the first two in a set of national rules that RISSB is developing to bring Australia closer to achieving rail harmonisation and interoperability.

In total, the Major Projects portfolio delivered six projects:

- Achieving a positive safety culture in the rail corridor - Guideline
- Network Rule Books – Code of Practice
- Australian Harmonised Nation Rule (AHNR) – Walking in the Danger Zone
- National Interoperability Framework
- Estimating the economic cost of Type Approval processes in the Australian rail industry
- Freight train visibility review (partnering with ONRSR, ARA, FORG, TrackSAFE and ACRI).

We exceeded the National Transport Commission's National Rail Action Plan project delivery targets, developing three Standards and one Code of Practice:

- AS 7517 Wheelsets
- AS 7482 Railway rolling stock- Heating ventilation and air conditioning (HVAC)
- AS 7486 Railway energy storage: Rolling stock electrical energy storage
- Code of Practice - Rail Traffic Train Horn Use.

We also developed a National Rolling Stock Register and have commenced cleansing the data and populating the database. When operational the National Rolling Stock Register will provide access to a common online database of rolling stock information, helping industry to avoid duplicated effort and drive down costs. Our goal is to evolve this into a system that rail transport operators can use to underpin their registration systems.

Engagement

The level of engagement by our members has been another highlight of this year. While we dealt with a second wave of COVID-19, we continued to deliver popular virtual and hybrid events which have historically and continue to be very well received by industry.

A total of 21 MasterClass webinar presentations were held with the number of views of all webinars reaching well over 10,000. The MasterClass webinars not only provide a platform for our members to showcase their activities but to also introduce international and local thought leaders to the Australian rail market while building RISSB's networks.

Now in its fourth year, RISSB's flagship young professional engagement program, Horizons, attracted a record number of participants with more than 120 young technical professionals from across Australia advancing through a six-month hybrid, intensive personal and professional development program.

Our twenty second Rail Safety Conference was held virtually and in-person in Melbourne from 3-4 May 2022. A total of 188 attendees from Australia and overseas watched speakers share their thoughts and key learnings on topics as diverse as safety climate, climate safety, decarbonisation, track worker safety, and new technologies.

In 2022 we introduced our first ever Rail Safety Awards – a purposeful event aimed at encouraging the rail industry to recognise and celebrate the safety achievements of individuals and teams, and to highlight the importance of safe practices on rail networks. In our inaugural year, our awards program attracted the highest calibre of entries and industry support with the awards night itself incorporated into the Rail Safety Conference agenda and the event selling out quickly.

We accommodated ongoing travel uncertainty by continuing to offer opportunities for members to engage with us virtually. During the past financial year, we held four live 'Ask RISSB' Q&A sessions and offered 12 virtual onboarding sessions to our members.

And when borders did reopen, we took advantage of travel between states to offer face-to-face courses in three different states in the space of months.

This year RISSB continued to add value to its members and industry by facilitating meetings of key industry groups including the Safety Managers Group, National Track Worker Safety Forum, Chief Medical Officers Council, SPAD Group and the Human Factors Managers Group. RISSB members are actively involved in developing the agenda for these meetings and driving change in industry. This year, I am pleased to report that RISSB added facilitation of the Fatigue Risk Management Collaboration Group to its suite of industry groups.

RISSB continued to focus on working closely with other organisations to maximise the reach of its services and demonstrate its commitment to



being part of industry-wide solutions. As mentioned previously, we formed a significant partnership with ONRSR, ARA, FORG, TrackSAFE and ACRI which engaged a large cross section of industry, to explore freight train visibility and and held an industry-wide hackathon to identify level crossing issues and explore ideas for new and innovative ways to help reduce risk in urban and regional areas. Level crossing safety is an industry-wide problem and RISSB is committed to finding ways to respond to this complex issue.

Outlook

For the immediate future, our focus will clearly be on continuing to drive interoperability and harmonisation, and we will continue to deliver on our National Rail Action Plan commitments.

This year we ran a formal, independent stakeholder survey to gain insights into how well RISSB is meeting the needs of our customers, what products and services are valued by our members, and how we are adding value to members' business. While we only have preliminary findings, my key takeaway is that results are very positive. It's pleasing to see that industry is so supportive of RISSB's products and services and sees the very real need for RISSB to continue to lead the delivery of the harmonisation and interoperability agenda.

I would like to thank those of you who participated in the survey process for your contributions to this year's stakeholder consultations.

In the coming months we will release the results of the survey and work closely with our members to refine how we deliver our products and services, and we will maintain our emphasis on delivering value and making the best use of our resources to assist the rail industry.

Acknowledgements

Thank you to our Board of Directors who generously give their time and expertise to RISSB, our management team who provided certainty to a small but agile team during a period of great uncertainty, and the outstanding efforts of our staff.



For the immediate future, our focus will clearly be on continuing to drive interoperability and harmonisation, and we will continue to deliver on our National Rail Action Plan commitments.

After accepting the position as RISSB's Chair in June 2022, this is my last Chief Executive Officer's report. It has been an honour and a privilege to be able to personally meet so many of you

and represent the interests of the rail industry. Industry leader, Damien White, has been appointed RISSB CEO and commenced his new role on 15 August 2022. I wish him all the best in his new position.

I am leaving this position with the satisfaction that RISSB has continued to drive harmonisation and interoperability and work in the best interests of its members and the broader rail community.

Thank you for all the support during my time at the RISSB helm and I look forward to seeing you at a future RISSB event in my capacity as Chair of the RISSB Board.

DEBORAH SPRING
Chief Executive Officer





FY 2021 – 22 Highlights

↑27%

INCREASE

27% increase in membership across all classes – RISSB now has **146 members**



Delivered 20 publications including **Standards, Codes of Practice and Guidelines**



Delivered 11 Major Projects; including **5 *National Rail Action Plan projects**

Developed a National Framework for Rail Interoperability to outline a robust and repeatable approach to decision making that respects individual company's sovereignty while still delivering national interoperability of networks



Partnered with **ONRSR, ARA, FORG, TrackSAFE and ACRI** to deliver a study into train conspicuity

Exceeded initial NRAP project delivery targets, delivering the following:

- Code of Practice - Rail Traffic Train Horn Use
- AS 7517 Wheelsets
- AS 7482 Railway rolling stock-Heating ventilation and air conditioning (HVAC)
- AS 7486 Railway energy storage: Rolling stock electrical energy storage
- The National Rolling Stock Register



Published Australia's first dedicated national light rail Standard - AS 7601.1 Light Rail and Road Interfaces Part 1: Management of Light Rail Vehicle Movement

ARRM continues to underpin important industry risk-based decisions with strong industry participation from over **70 railway organisations**; 16 of whom signed up in the last 12 months



Horizons

Accepted our **largest Horizons intake ever for Horizons Program 4.0** and delivered a reimagined hybrid format to over 120 participants

ALCAM was successfully transitioned to RISSB in 2021 and since then several initiatives have begun, notably a significant project to enhance the ALCAM user experience



Launched our **2022 face-to-face training program**, with strong demand for our flagship courses - **Derailment Investigation and Analysis Workshop & Investigate Rail Safety Incidents**

NATIONAL RULES

RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Australia's first nationally harmonised rule (Network Communication), we have delivered a **second rule - Walking In The Danger Zone**



Delivered the **22nd RISSB Rail Safety Conference** as a hybrid event attracting 188 delegates and 179 attendees to its first Rail Safety Conference dinner in 2 years

Created The National Rolling Stock Register, providing access to a common, online database of rolling stock information, helping to remove duplicated effort/costs in industry. If supported by industry, the next phase will be to evolve that into a system that rail transport operators can use to underpin vehicle registration systems



RISSB'S STRATEGIC PLAN 2017 - 2022



The Strategic Plan 2017 - 2022 continues to guide the strategic focus of the company.

Strategic Pillars

The six strategic pillars help RISSB to achieve its Mission and Vision, as well as the business objectives in the Constitution over the planning period to 2022. These pillars are underpinned by detailed action plans and objective measurements.

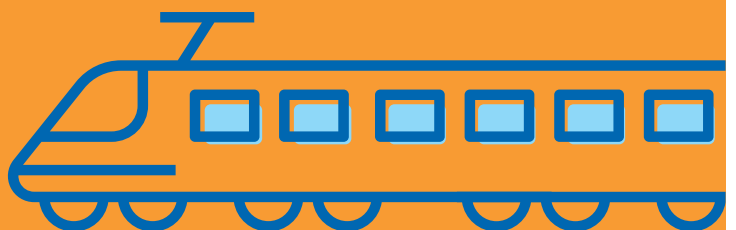
MISSION AND VISION

RISSB's Mission is:

Working in partnership to create a safe, efficient and effective Rail Industry.

RISSB's Vision is:

To be the trusted leaders in the rail safety co-regulatory environment, providing products and services that enhance safety and efficiency.





Strategic Pillar 1: Industry Safety and Productivity

We will develop products and services that improve and promote:

- Harmonisation for economies of scale which lead to productivity gains; improved safety and performance; and reduced risk.
- Interoperability between networks and modes where required.

Strategic Pillar 2: Technology and Innovation

We will develop an agile and flexible framework with Industry to identify emerging technologies and systems, including automation, requiring RISSB products and services to support timely and safe implementation.

Strategic Pillar 3: Value Add

We will create value adding products and services that promote safety, productivity and harmonisation within the rail industry.

Strategic Pillar 4: Transparent and Collaborative Processes

We will communicate transparently to Members, Governments and other Stakeholders the processes for engagement in the strategic planning, product selection and development of our products and services.

Strategic Pillar 5: Stakeholder Engagement and Promotion

We will collaborate and engage with Members, Governments and other Stakeholders to strengthen relationships, build partnerships and ensure that the roles and responsibilities of RISSB are understood.

Strategic Pillar 6: Leadership

We will reinforce our leadership role in the co-regulatory model to improve safety and productivity within the Industry.

The 2017-22 Strategic plan has been reviewed and refreshed during 2022 to extend the plan until 2023. RISSB will undertake development of its new strategy during 2022-23 and publish a new strategic plan.

PUBLICATIONS & MAJOR PROJECTS

RISSB is accredited by the Standards Australia Board, through their Standards Development and Accreditation Committee, as a Standards Development Organisation and as such, follows a documented development procedure that ensures RISSB's development process is rigorous and consultative.

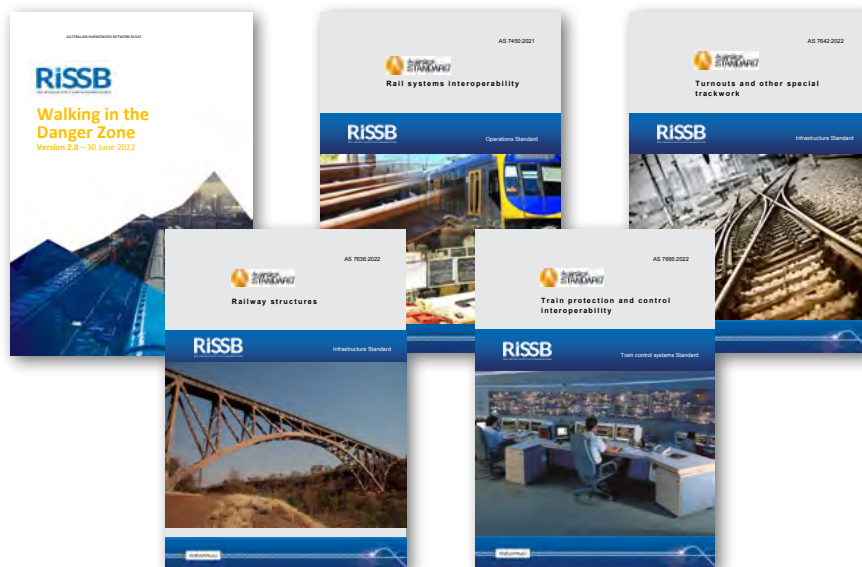
Projects are identified and prioritised by industry before they receive RISSB Board approval and incorporated into RISSB's work plan.

The Australian Code of Practice (ACOP)

Our ACOP portfolio manages the production and maintenance of Standards, Code of Practice, Guidelines and Rules. In 2021 - 22 we delivered some very important projects which are adding real value to railway stakeholders, often forming essential parts of the way railways do business. At the end of the financial year our ACOP product catalogue had grown to 246 and we had recorded more than 9500 downloads; a striking demonstration of how rail organisations rely on these important products.



Our product catalogue had grown to 246 and we had recorded more than 9,500 downloads.



Major Projects

The major projects portfolio was established in 2021 and was created to address railway issues not easily solved by our more traditional ACOP projects. This year we built on the enormous success of the previous year, advancing work on priority areas for the rail industry including worker safety, interoperability and unlocking innovation.

This year we delivered six projects in the broad areas of:

- Safety culture in the rail corridor
- Harmonising network rules, via harmonised guidance on rulebooks, plus a new Australian harmonised network rule
- Interoperability
- Level crossing safety
- Exploring industry type approvals for opportunities to unlock industry innovation.

The National Rail Action Plan (NRAP)

The National Rail Action Plan seeks to improve delivery of rail infrastructure and improve the safety and productivity of rail operations and is a ministerially sponsored, whole-of-industry initiative driving progress in skills / competencies, interoperability and harmonisation. At the core of the plan is a three-year program being delivered by RISSB.

For the first year of NRAP, RISSB had committed to delivering four items, but successfully delivered five. They are:

- Code of Practice - Rail Traffic Train Horn Use
- AS 7517 Wheelsets
- AS 7482 Railway rolling stock heating ventilation and air conditioning (HVAC)
- AS 7486 Railway rolling stock electrical energy storage
- The National Rolling Stock Register.

These important NRAP projects will be a cornerstone in Government plans to stimulate domestic manufacturing and create local jobs, and RISSB is proud to play such a prominent role in that.

SAFETY DATA AND RISK ANALYSIS MODELS

The Australian Rail Risk Model (ARRM) is one of RISSB's flagship products, providing objective, quantitative safety risk information to support railway decision making. The model is helping rail companies understand their risk profiles in greater detail and providing a sound basis for analyses, and ensuring decisions are 'smart'.

The risk calculations in ARRM are based on industry-supplied data and to date the model has considered around 300,000 reportable occurrences. Over the past year, RISSB has worked with RGB Assurance to progress the model's sixth update - now fully delivered and live - meaning the risk calculations are

robust and current. Over that same timeframe, we delivered an ARRM enhancement project enabling extra functionality in querying contributing / precursor factors; giving more options around how information is extracted, as well as streamlining certain administrative functions.

Sixteen organisations subscribed to ARRM in the past year taking the total number of rail organisations accessing ARRM to more than 70.

This year we also celebrated the anniversary of our stewardship of ALCAM. The Australian Level Crossing Assessment Model is a tool used to identify key potential risks at level crossings and to assist in the prioritisation of crossings for upgrades.

This has been a busy year with work being progressed to recalibrate the model with recent data, as well as other enhancements, and these additional projects will ensure that the information in ALCAM is as valuable as possible. For example, ALCAM data is helping to underpin the National Level Crossing Portal, a digital information system hosted on industry's behalf by ONRSR.

To support the use of ALCAM, RISSB is working with an external provider to provide ALCAM training - offering end users a course that will help build confidence, knowledge, and the skills necessary to adopt and sustain the correct methods for undertaking an ALCAM assessment. These four-day courses, covering both theory and practical items, will start to be offered later in the new financial year.

RISSB continues to provide the Culture Hub survey for industry's benefit too. This 40-question survey has been designed specifically for Australian rail companies to understand their organisation's culture so that improvements can be guided by evidence and measured and monitored.

Bringing these information systems together creates a powerful suite of information systems and our stakeholders are asking for more. RISSB is currently exploring the possibility of several new systems that will build on this capability and give the railway access to unprecedented reserves of information.

As this suite of systems grows, not only will it create a 'one-stop-shop' of safety intelligence for the railway, but it will open up possibilities of integrating these varied systems to produce greater insights. This will significantly increase the value to railway decision makers and lead to a much more sophisticated understanding of our networks and the impacts of their development. In short, our industry will be smarter.



TRAINING

RISSB is helping the Australian rail industry ensure it has the skills required to operate the rail network and is improving the efficiency and safety of Australia's rail system by offering a range of foundational face-to-face courses that not only help industry address national skills shortage and support national harmonisation and interoperability, but also help rail operators embed our publications into their rail operations.

The past year has been a busy and productive one for the training portfolio, with a new Training Manager welcomed to RISSB in late November and the relaunch of face-to-face training commencing in May 2022. Our flagship Investigating Rail Safety Incidents and Derailment Investigation and Analysis Workshop courses continue to be popular with capacity attendance in the June and July courses. A training calendar has been developed with both courses scheduled throughout the year across all States including a visit to Tasmania.

As the manager of ALCAM, RISSB is leveraging its knowledge of the model to develop ALCAM user training, to provide end users with the confidence, knowledge and skills necessary to adopt and sustain the correct methods for undertaking an ALCAM assessment.

RISSB has been and will continue to work with industry to introduce the National Track Safety Induction Course across Australia and develop and deploy training and management

to the rail industry's authorised health professionals.

RISSB's *Learning Express* suite of four self-paced learning courses was launched in November 2021 and RISSB continues to work with stakeholders to look at new opportunities for industry to benefit from our skills and expertise.



Our flagship Investigating Rail Safety Incidents and Derailment Investigation and Analysis Workshop courses continue to be popular with capacity attendance in June and July courses.





EVENTS, PROGRAMS AND INDUSTRY CO-ORDINATION

In addition to hosting in-person events, this year RISSB continued to focus on digital and online environments to deliver its signature webinars, Rail Safety Conference and Horizons engagement program, and deliver on its commitments as facilitator of four critical industry groups.

Rail Safety Conference 2022

The 22nd RISSB Rail Safety Conference attracted 188 delegates either in-person at Melbourne's Collins Square, or online in a hybrid format, and a similar number of attendees to its first Rail Safety Conference dinner since the declaration of a pandemic.

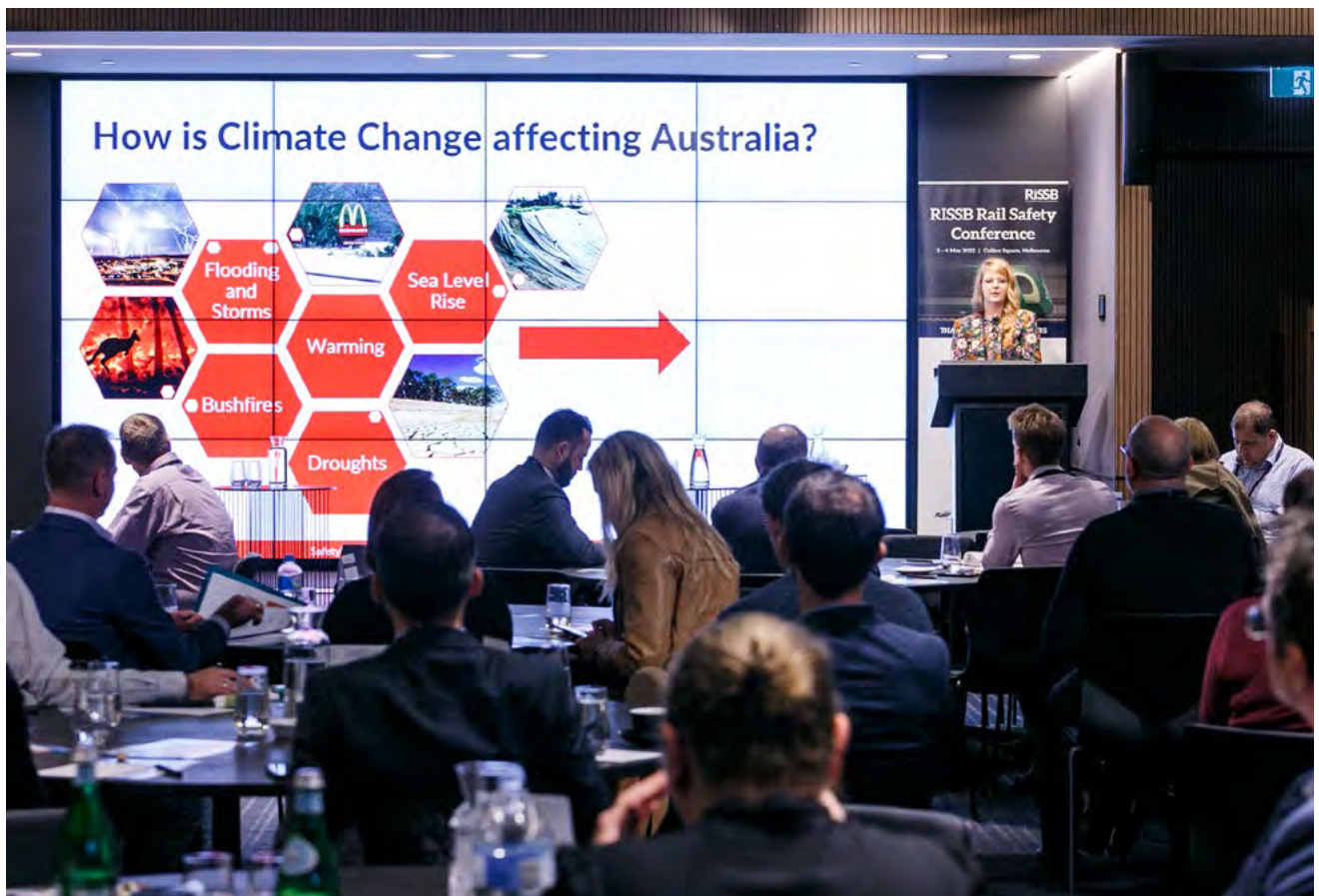
The two-day conference was designed to lay the groundwork for industry-wide discussions on rail's journey to decarbonisation and encourage discussions on how industry can improve its safety performance. Speakers representing manufacturers, consultancies, rail transport operators, rail infrastructure managers, the regulator and government covered topics such as safety culture, safety climate, manufacturing, psychological risks in rail, fatigue management, decarbonisation and climate change.

In addition to plenary sessions, this conference also featured four highly successful in-person panel discussions and a site tour.

2022 Rail Safety Awards

This year we introduced a RISSB Rail Safety Awards Program, established to reward individuals and organisations with a strong commitment to safety and recognise those unsung heroes who brought about safety changes at a grassroots level.

Winners were selected by an independent panel of judges who were looking for innovation in approach, overall achievement, inclusivity, diversity and excellence displayed within a period of 12 months, with the winners of each category progressing to the Australasian





Railway Association's ARI Awards in September 2022.

A total of eight winners across five categories were recognised with an award, with a further four projects / people receiving a high commendation for their work in raising the safety bar.

A total of eight winners from five categories recognised.

WINNERS

Safety Leadership Program/Initiative

WINNER – Aurizon

Leading for Safety Program

WINNER – ARTC

Inland Rail Safety and Wellbeing program

Worker Improvement Outcome

WINNER - Possession Improvement Team, Sydney Trains

GPS Possession Limits Markers

Wellbeing Program Incorporating Mental Health

WINNER - Metro Trains Melbourne

Trauma Guidebook

WINNER - Metro Trains Melbourne

Wellness Advocate Program

Safety Initiative by a Young Rail Employee

WINNER – Deborah Loats, Metro Trains Melbourne

Fatigue Risk Management Program

Industry Safety Professional of the Year

WINNER – Toni McKiernan, Downer Rail

WINNER – Bronwyn Trlin, PTA WA





Horizons Program 4.0

Australian and New Zealand rail organisations nominated 121 emerging leaders, our highest intake yet, to participate in our flagship under 35s engagement program - Horizons.

Horizons Program 4.0 was delivered in a six-month compressed timeframe as face-to-face forums in three capital cities and online forums delivered as online events.

This year's immersive program also featured hackathons, bespoke webinars, networking events, brownfield project site visits, group and individual projects, and a *Sharktank*-style pitching competition.

Webinars

During lockdown, RISSB pivoted to a digital agenda offering webinars to

onboard new members, share and highlight industry best practice, and encourage authentic and transparent conversation between RISSB and its members. These opportunities were once again offered in 2021-22.

RISSB extended its popular **MasterClass webinar program** to series 2 and 3, going from a weekly program of globally recognised and Australian-based speakers to a fortnightly format. During this financial year, a total of 21 webinars were delivered.

Four **Ask RISSB** Live Q&A sessions were held during 2021-22 – providing a virtual opportunity for members and non-members to participate in transparent Q&A sessions with the RISSB leadership team.

As part of a revised customer experience strategy extending well past lockdowns, we continued to offer

virtual onboarding webinar sessions for our members, on average offering one per month.

Industry Co-ordination

Either online or in-person, RISSB continued to facilitate industry groups in 2021-2022. The focus of these groups is to get feedback from industry on how RISSB publications are being embedded into their operations to realise expected benefits, and to keep abreast of key issues so that they can be factored into our development process.

RISSB provided strategic support to no less than four groups in the past year, including:

- Safety Managers Group
- SPAD/LRTAE Group
- Chief Medical Officers Council
- Human Factors Managers Group.

This year we took over management of the Fatigue Risk Management Collaboration Group - a new industry group focused on addressing the challenges rail transport operators face when it comes to implementing fatigue risk management programs in accordance with legislative requirements and sharing learnings on how to improve safety and wellbeing in rail.

GOVERNANCE

The RISSB Board is committed to good governance and oversees a robust program to strengthen the operations of the company and forge an enduring high performance culture. RISSB's Constitution, Policies and Procedures provide a governance structure that is responsive to our Members and stakeholders, giving them the opportunity to participate in our decision-making processes.

The current RISSB Board comprises an Independent Chair, two Independent Directors, and four Industry Directors who represent the four sectors of the rail industry. The Independent Chair and Independent Directors are nominated by the Board and endorsed by Members at the Annual General Meeting (AGM). The Industry Directors are nominated by Members from their

sector and elected by all Members at the AGM. All Directors serve a three-year term and may be re-elected for a second or third term.

David George served as RISSB's Independent Chair from 1 July 2021 until 29 August 2022 when he stepped down to resume his role as an Independent Director. The Board acknowledged the significant contribution of Mr George as Chair during this period.

To reflect the national focus of RISSB's activities, the Board has sought to encourage nominations from across Australia, thereby ensuring the interests of all Members and stakeholders are adequately represented. Consequently, RISSB currently has Directors based in Melbourne, Sydney, Brisbane and Adelaide.

Information on the skills and experience of each of the Directors is provided in the Directors' Report.

Role and Responsibilities of Directors

Subject to the Corporations Act and the RISSB Constitution, the Board controls and manages the affairs of the company in the interests of all Members and stakeholders, recognising RISSB's fundamental role in supporting the Australian rail industry.

Directors have an obligation to avoid situations where there is a real or substantial possibility of conflict between personal interests and those of RISSB.

Independent Directors must not hold any office of profit nor have any direct pecuniary interest in an institution or body that performs, or may perform during the person's tenure, services to RISSB. Also, an Independent Director must not be a person who (in the opinion of the Board) holds any office of profit or has any direct and substantial pecuniary interest with a railway industry

BOARD OF DIRECTORS



DEBORAH SPRING

*Independent Chair
(from 29 August 2022)*

Independent Director and
Chief Executive Officer
(until 29 August 2022)
Member – Remuneration &
People Committee



DAVID GEORGE

*Independent Director
(from 29 August 2022)*

Independent Chair
(until 29 August 2022)
Member – Audit &
Risk Committee



TIM KUYPERS

Independent Director

Chair – Audit & Risk Committee



KATE BOWMAN

*Industry Director, Freight
Operations*

Chair - Remuneration &
People Committee
Pacific National Pty Ltd

participant that could materially interfere with (or could reasonably be perceived to materially interfere with) the exercise of their independent judgment.

Industry Directors being employees of railway or railway related organisations, must take great care to ensure they satisfy this duty notwithstanding the requirements of their employment. Industry Directors represent and advocate on behalf of their Industry sector in relation to Board deliberations, but must be careful to declare and manage any potential conflicts of interest.

On appointment, all new Directors receive an information pack outlining their fiduciary duties and responsibilities including an overview of RISSB, its structure and operations. New Directors also attend a formal induction meeting with the Chair and Chief Executive Officer which is documented in an exchange of letters signed by the Chair and the new Director.

Operation of the Board

The Board recognises that it is accountable to Members for the performance of the organisation and has put in place a governance program to ensure that the company delivers on its mission and objectives as set out in the Constitution and Strategic Plan.

The Board has adopted a Board Manual detailing its functions and responsibilities, which it reviews regularly. Matters specifically reserved to the Board are set out in the Manual. The Board also conducts regular reviews of RISSB's policies and delegations of authority which cover the full scope of RISSB's operations to ensure they continue to reflect best practice. Importantly, during the year RISSB adopted a policy on Environment, Social and Governance (ESG) which sets out the company's commitment to high standards in managing ESG matters and ensuring that all aspects of its operations are

sustainable. The Board recognises RISSB's role in supporting the broader rail industry and society in the development and implementation of sustainable practices and identifying measures that will help preserve our environment for future generations.

The Board has a program of five regular meetings per year which are scheduled as either physical meetings or virtually which continued to be the case for all but two of the meetings in FY2021-22. The Board also convenes special meetings and out of session to address specific issues that may arise between scheduled Board meetings. There were six meetings of the Board during FY2021-22 and the details of Directors attendance at those meetings is set out in the Directors Report. Details on Directors attendance at Committee meetings is also included.

Each Board meeting agenda includes any statutory matters, governance and management reports, which include



SCOTT CORNISH
Industry Director,
Passenger Operations

Member – Audit &
Risk Committee

Queensland Rail Limited



KYLIE GALLASCH
Industry Director Network
Managers/Owners

Member – Remuneration &
People Committee

Australian Rail Track
Corporation Limited



MARK CARLING
Industry Director, Suppliers
and Contractors

Member – Remuneration &
People Committee

Unipart Group Australia Pty Ltd



operational and strategic risks, major projects and operational reviews. At each meeting the Board also considers the approval of RISSB products for publication, which is the final step in the development process. Importantly, Directors also meet in-camera without management at the beginning of all Board meetings to consider governance and other issues.

Committees

In order to achieve the company's objectives, the Board has established two standing Committees: the Audit & Risk Committee and the Remuneration & People Committee. Each of these Committees meets regularly and has a Charter which sets out their role and terms of reference. The Chair of each of these Committees reports to the Board on the work of the Committee at each Board meeting.

Audit & Risk Committee

The purpose of the Audit & Risk Committee is to advise and assist the Board to fulfil its responsibilities to Members on matters relating to the management of finance and risk. This includes oversight of RISSB's financial management and reporting, as well as the development of financial policies and delegations of authority. Importantly the Audit & Risk Committee has oversight of RISSB's risk management processes, including the monitoring of changes in circumstance which could increase risk or vary the impact of existing risks on RISSB's risk profile.

Remuneration & People Committee

The role of the Remuneration & People Committee is to advise and assist the Board to fulfil its responsibilities to Members on matters relating to the remuneration of the Independent Chair, Independent Directors, Chief

Executive Officer and RISSB staff. It also advises the Board on RISSB's human resource policies, succession planning and culture. In undertaking its responsibilities, the Committee seeks to ensure that RISSB's remuneration and incentive policies, human resource practices and performance indicators are aligned to the Board's vision, values and overall business objectives and represent sound industry practice.

Risk Management

Risk management is a key aspect of RISSB's governance arrangements. RISSB has a Risk Management Policy, Framework and Risk Register which include formal processes to update the Board through the Audit & Risk Committee. The policy, framework and management program are used throughout the organisation. The goal of RISSB's risk management processes and structures is to maximise opportunities to achieve RISSB's objectives and goals without exposing the organisation to unnecessary risk. In

addition, the Board considers strategic and major operational risks as part of its regular meeting agenda.

Chief Executive Officer (CEO)

The CEO is appointed by the Board and is responsible for the management of RISSB in accordance with the approved strategy, business plans, policies, and delegated authority framework. The CEO and the Chair negotiate a performance agreement annually which sets out the KPIs and other outcomes the CEO is expected to achieve with regular performance reviews throughout the year. Importantly, the CEO is responsible for ensuring that the Board receives the strategic options, policy initiatives, and financial and operational performance information necessary for the Board to fulfill its role on behalf of RISSB Members.

Deborah Spring served as RISSB CEO from 1 July 2021 until 29 August 2022 when she stepped down to resume the role of Independent Chair. The Board acknowledged the outstanding leadership provided by Ms Spring during this period.

Damien White was appointed RISSB's CEO on 15 August 2022 and brings to

RISSB a wealth of experience in the Australian rail industry.

Company Secretary

All Directors have access to the Company Secretary who is appointed by the Board. The Company Secretary is accountable to the Board, through the Chair, on all RISSB governance matters. The Company Secretary attends all Board and Committee meetings.

The Board may invite other members of the management team and guests to attend Board or Committee meetings at its discretion.

Governance Review

In late 2021 RISSB engaged external governance consultants Board Matters to review the performance of the Board. The review considered the Board's key tasks and responsibilities as outlined in the Constitution, Board Manual and Strategic Plan and assessed its performance against all governance criteria. The Board Matters report which was tabled at the April 2022 Board meeting delivered a strong endorsement of the Board's performance and made a number of

recommendations which the Board is considering as part of its ongoing governance program.

The Board also has an annual calendar system which sets out the Board and Committee work plan for the year ahead and the dates for key management deliverables.

In the last year the Board has continued to focus on RISSB's role in Australia's rail industry with an emphasis on delivering value to RISSB Members and ensuring that it has the governance structures in place to drive performance and accountability. As part of that process the Board has continued to review and refine the Strategic Plan 2017 – 2022 pending development of the next Strategic Plan which will be delivered in early 2023.



RISSB MEMBERS

as at 5 October 2022

MEMBER NAME	CLASS				
Aakira Medical Services	Associate	Freightquip Pty Ltd	D	Qube Logistics (Rail) Pty Ltd	B
Abbott Risk Consulting Limited	D	Gold Creek Engineers Australia	Associate	Queensland Rail Limited	1
ABT Railway Ministerial Corporation	D	Go-Train Industry Pty Ltd	Associate	Rail Confidence Pty Ltd	Associate
Acmena Group Pty Ltd	D	Great River City Light Rail Pty Ltd	E	Rail Control Systems Australia Pty Ltd	D
ADA Engineering Pty Ltd	Associate	Great Southern Rail Limited	C	Rail Engineering	Associate
Adelaide Metro Operations Pty Ltd	D	Hitachi Rail STS Australia Pty Ltd	C	Rail First Asset Management Pty Ltd	D
Aldridge ITS Pty Ltd	E	Holistic Systems and Assurance Pty Ltd	Associate	Rail Operations and Safety Consulting	Associate
ARCH Artifex	D	Holland LP	D	Rail Projects Victoria	D
Arc Infrastructure Pty Ltd	3	IISRI - Deakin University	Associate	Rail Safety People Pty Ltd	Associate
ARUP Pty Ltd	C	Institute of Railway Technology - Monash	Associate	Rail Safety Systems Pty Ltd	E
Ascribe Engineering Pty Ltd	Associate	Institution of Railway Signal Engineers Australia	Associate	Rail, Tram and Bus Union - National Office	D
Aurecon Australasia Pty Ltd	C	JMD Railtech Pty Ltd	C	RGB Assurance Pty Ltd	D
Aurizon Holdings Limited	1	JU Design Pty Ltd	Associate	Ricardo Rail Australia Pty Ltd	C
AusRAMD Engineering Pty Ltd	D	JVAT	E	RM Consulting Services	Associate
AusSafe Consulting Pty Ltd	Associate	JYW Consulting Pty Ltd	E	RoadRailPort	Associate
Australasian Centre for Rail Innovation (ACRI) Ltd	E	Kellogg Brown & Root Pty Ltd	C	Roy Hill Infrastructure Pty Ltd	C
Australian Rail Track Corporation Ltd	1	Kenesis Pty Ltd	E	Royal Melbourne Institute of Technology	Associate
Australian Sugar Milling Council Pty Ltd	Associate	Keolis Downer Adelaide Pty Ltd	B	RRVC Pty Ltd	Associate
Azeta Group Pty Ltd	Associate	Key Source Rail Pty Ltd	D	Salcef Group SpA	C
BCON Services Pty Ltd	Associate	Kinnect Pty Ltd	E	SCT Logistics	B
BG&E Pty Ltd	D	KiwiRail	B	Shoal Group Pty Ltd	D
BHP Billiton Iron Ore	A	K&H Ainsworth Engineering Pty Ltd	D	Siver Edge Technologies Pty Ltd	E
Black Ice Systems Pty Ltd	Associate	Laing O'Rourke Australia Construction Pty Ltd	A	Faculty of Engineering and Information Sciences - UOW	Associate
Brimble Rail Pty Ltd	D	Liebherr-Australia Pty Ltd	D	SNC-Lavalin Rail & Transit Pty Ltd	C
Bronici Consulting Pty Ltd	Associate	Lindsay Holt	Associate	SteamRanger Heritage Railway	Associate
Burchard Consulting Pty Ltd	Associate	LINX Rail Pty Ltd	D	Strategic Connections Group	E
Calibre Professional Services Pty Ltd	E	Love Learning Solutions	Associate	Suburban Rail Loop Authority	D
Canberra Metro Operations Pty Ltd	D	Lycopodium Infrastructure Pty Ltd	D	Swietelsky Rail (Australia) Pty Ltd	C
Carmichael Rail Network Pty Ltd	C	Mage Consulting Pty Ltd	Associate	Sydney Trains	1
Centre for Excellence in Rail Training Pty Ltd	Associate	Manildra Flour Mills Pty Ltd	E	Systemiq Group Pty Ltd	Associate
Centre for Railway Engineering - CQU	Associate	Marling Group	Associate	Systra Scott Lister Australia Pty Ltd	D
Certifer Australia Pty Ltd	D	Metro Trains Melbourne Pty Ltd	1	Tasmanian Railway Pty Limited	B
Cityzens Pty Ltd	E	Metro Trains Sydney Pty Ltd	B	Taylor Airey Pty Ltd	E
Cold Forged Products Pty Ltd	D	MGC Solutions Pty Ltd	D	Tehnika Pty Ltd	E
Competency Australia Pty Ltd	Associate	Mid West Ports Authority	D	The Pilbara Infrastructure Pty Ltd (FMG)	B
CPB Contractors Pty Ltd	B	Monadelphous Engineering Associates Pty Ltd	C	Theta International	Associate
Cylus Cyber Security Ltd	E	Mott MacDonald Australia Pty Ltd	C	Torque Enterprises Pty Ltd	E
Dakar Risk Management Services Pty Ltd	Associate	Network Rail Consulting Pty Ltd	D	Training Ahead Australia Pty Ltd	Associate
David Newport T/A Lochiel	Associate	NGR Project Company Pty Ltd	D	Transdev Australasia Pty Ltd	C
Deakin University Library	Associate	Nova Systems Consulting Pty Ltd	D	Transport Canberra and City Services	C
Department of Infrastructure & Transport SA	A	NSWGR Holdings Pty Ltd	Associate	Transport for New South Wales	1
Department of Transport VIC	A	One Rail Australia Pty Ltd	2	Transport Heritage NSW Limited	D
Distilled Consulting Pty Ltd	Associate	Pacific National Pty Ltd	1	Trevor Moore	Associate
Don River Railway	Associate	Pilbara Iron Pty Ltd (Rio Tinto Iron Ore)	A	UGL Pty Limited	A
Downer EDI Rail	A	Pichi Richi Railway Preservation Society Inc.	Associate	Unipart Group Australia Pty Ltd	C
Emerald Tourist Railway Board	D	Plan Safe Pty Ltd	E	V/Line Pty Limited	2
Ergonomie Australia Pty Ltd	E	Plasser Australia Pty Ltd	C	Ventia Australia Pty Ltd	C
Ettamogah Rail Hub	D	PRM Engineering Services Pty Ltd	D	VicTrack	D
First Mode Pty Ltd	E	Progress Rail Australia Pty Ltd	B	Walhalla Goldfields Railway Inc.	Associate
Frazer-Nash Consultancy Limited	D	Public Transport Authority of Western Australia	3	Zig Zag Railway Co-operative Ltd	Associate

FINANCIAL STATEMENTS AND REPORTS

for the year ended 30 June 2022

Contents

Directors' Report	P. 26
Auditor's Independence Declaration	P. 32
Financial Report	
Statement of Profit or Loss and Other Comprehensive Income	P. 33
Statement of Financial Position	P. 34
Statement of Changes in Equity	P. 35
Statement of Cash Flows	P. 36
Notes to the Financial Statements	P. 37
Directors' Declaration	P. 50
Independent Audit Report	P. 51

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' REPORT

Directors present their report on the operations of the company for the financial year ended 30th June 2022.

RISSB Ownership

RISSB is a company limited by guarantee and owned by its funding members. At the date of this report there are 150 members of RISSB, and a list of current members is included in this report.

Directors

The Directors in office at any time during or since the end of the financial year are:

Name	Date Appointed / Ceased
Deborah Ann Spring (Chair)	Appointed 1 July 2015 (re-appointed Chair 29 August 2022)
David Harry George	Appointed 1 July 2015; (resigned as Chair 29 August 2022)
Kate Angharad Bowman	Appointed 4 July 2017
Timothy John Kuypers	Appointed 20 April 2018
Scott Cornish	Appointed 16 May 2019
Kylie Ann Gallasch	Appointed 2 December 2019
Mark Peter Carling	Appointed 12 November 2020

Objectives

The objects of RISSB are set out in RISSB's Constitution which can be found on its website at www.rissb.com.au These are to:

- (a) develop, manage and promote a suite of standards, rules, guidance materials and other documents, including the ACOP and ANRP, to assist the rail industry to manage rail safety, improve efficiency and achieve safety outcomes through standardisation, interoperability and harmonisation;
- (b) develop a risk model for the Australian rail operating environment that is based on data and other inputs that will help drive safety improvements by guiding prioritisation of standards development and regulatory activity; and for use by the rail industry participants in directing their approach to safety management;
- (c) provide independent technical advice; and
- (d) undertake initiatives to support the rail industry's role in the co-regulatory model for rail safety in Australia.

Strategy for Achieving the Objectives

RISSB's Strategic Plan 2017-22, an overview of which appears in this report, is available on the RISSB website at www.rissb.com.au, and details the strategic objectives and tactics that have been pursued to deliver these objectives. The 2017-22 Plan still provides the guiding framework for RISSB's forward direction; the work to develop the 2023 onwards plan is well advanced and will be available in the near future.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' REPORT

In essence:

- RISSB draws on subject matter experts within the Rail Industry and Governments to develop its products.
- Harmonisation, interoperability and safety are pursued through RISSB Development Groups and Standing Committees, and the resulting products are reported to the RISSB Board at its regular meetings or out-of-session and approved for publication.
- RISSB successfully delivered the Australian Rail Risk Model (ARRM) in November 2017 thereby satisfying one of the key objectives of the company. Take-up and usage of ARRM has steadily increased each year. This supports RISSB's strategy to embed ARRM in the rail industry and focus on developing the model further to provide finer resolution on safety risk and add new functionality. RISSB has also expanded its safety data and risk analysis models with the inclusion of the Culture Survey Hub, enabling organisations to assess their safety culture, and taking over support of the Australian Level Crossing Assessment Model (ALCAM).
- RISSB continues to provide independent technical advice including offering training courses, events, programs, conferences, webinars and podcasts for the benefit of its members. It also co-ordinates meetings of key industry groups including the Safety Managers Group, SPAD Group, Human Factors Managers Group, the Chief Medical Officers Council and the National Track Worker Safety Forum. In February 2021, RISSB introduced Technical Services to provide in-depth technical knowledge to its members in areas such as safety management systems, rail safety risk management and investigations.

Results of the Operations for the Year

A review of the results from the operations of the company for the financial year are contained in the Chair & CEO Reports and the reports on RISSB's activities which are set out earlier in this report.

Information on Directors

Deborah Spring, Independent Chair	<p>Debbie Spring has broad experience gained as a senior executive in businesses operating in Australia and overseas. These include energy, manufacturing, petrochemicals, rail, and general logistics. Debbie's expertise is in implementing major business transformation programs in large, complex, capital intensive, highly regulated and unionised industries. As a professional Director with over 15 years of experience, Debbie has held a number of Chair and Director positions on private companies, government entities and not-for-profit organisations in environment, education and logistics including chairing or membership of sub-committees responsible for finance, audit and risk, remuneration and culture and operations. Debbie's Board positions have included V/Line Corporation, Ambulance Victoria, Federation University of Australia, Mount Hotham Resort Management Board (Chair), and the Donric Group (Chair). She is currently President of Rowing Victoria and Independent Chair of the Infrastructure Sustainability Council.</p> <p>Debbie has a Bachelor of Science in Mechanical Engineering from Union College, a Master of Science in Mechanical Engineering from Rensselaer Polytechnic Institute and a Master in Business Administration from Harvard Business School. She is a licensed professional engineer and a FAICD. Debbie was appointed an Independent Director of RISSB in 2015 and Chair in November 2016 and is a member of the Remuneration & People Committee. From June 2019 until June 2021 Debbie was Executive Chair and CEO of RISSB and from 1 July 2021 Debbie was formally appointed CEO while continuing as an Independent Director. Debbie stepped down from the CEO role in August 2022 and was reappointed Chair of RISSB on 29 August 2022</p>
--------------------------------------	---

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' REPORT

<p>David George, Independent Director</p>	<p>David George has extensive experience in the rail industry having held executive positions in the UK, Australian and New Zealand railways. He was Chief Executive of the Co-operative Research Centre (CRC) for Rail Innovation (2007-2014), Vice Chair, International Railway Research Board (2007-2013) and Chief Executive of ONTRACK /New Zealand Rail Corporation (2004 – 2007). Prior to this he headed up Queensland Rail's coal and freight businesses and was also Director of European Business (freight) for British Rail in the run-up to the opening of the Channel Tunnel. David has been an independent Director of TasRail (including Chair of the Safety Committee) and a member of the Queensland Rail Board (including Chair of the People and Safety Committee).</p> <p>David has also more recently worked on some consultancy assignments (including a World Bank funded consultancy providing advice to Indian Railways on the heavy haul capabilities needed to run the new Dedicated Freight Corridors being built in India). David has an MA in Metallurgy and Science of Materials from Oxford University. David was appointed an Independent Director of RISSB in 2015 and Independent Chair on 1 July 2021. David stepped down as Chair on 29 August 2022 and was reappointed as an Independent Director on the same date. He is also a member of the Audit & Risk Committee.</p>
<p>Kate Bowman, Industry Director – Freight Operations</p>	<p>Kate Bowman is the Chief Corporate Services Officer, Group General Counsel and Company Secretary at Pacific National leading a multi-disciplinary team across a range of areas including legal, company secretarial, corporate governance and ESG, government relations and external affairs, internal communications, human resources and workplace relations, organisation development and talent and workers compensation. Kate is passionate about developing high performing teams and delivering commercial, focussed and high quality services to businesses to drive them forward. Kate has 15 years' experience in transport and logistics in senior management roles, leading teams across multi disciplines and has extensive experience working in regulated industries, including rail and ports. Kate is also a director on a number of not-for-profit and industry Boards.</p> <p>Prior to Pacific National, Kate was at Asciano and Patrick and began her career at Clayton Utz. Kate holds a L.L.B. (Hons) and a B. Economics (Social Science) from the University of Sydney. Kate was appointed to the RISSB Board in July 2017 and is also Chair of the Remuneration & People Committee.</p>

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' REPORT

<p>Timothy Kuypers, Independent Director</p>	<p>Tim Kuypers has over thirty years' experience as a regulatory and safety professional in UK, Europe and Australia. Tim is currently a Special Advisor at HoustonKemp Economists and Principal of Walbrook Partners, a rail safety consulting firm. He is an independent member on Metro Trains Melbourne's Board Safety Committee and a Director and Chair of the Finance and Audit Committee for TROG Cancer Research. Tim's previous executive roles have included senior positions at Asciano, (former owner of Pacific National and Patrick Stevedores) Telstra, Cable & Wireless and Oftel. Tim was a Director and Chair of the Public Finance Committee for TrackSAFE, a charity which aims to reduce death on the railways through suicide and trespass and support train drivers suffering traumatic incidents.</p> <p>Tim has a PhD in Economics from University College London, a Diploma in Accounting and Finance from the ACCA and is a GAICD. Tim was previously an Industry Director of RISSB representing the Freight Sector until 2016. He was appointed an Independent Director of RISSB in April 2018 and is also Chair of the Audit & Risk Committee.</p>
<p>Scott Cornish, Industry Director – Passenger Operations</p>	<p>Scott Cornish is Executive General Manager Safety, Risk and Assurance at Queensland Rail and is responsible for workplace health and safety, rail safety assurance and risk and compliance activities across the enterprise. Scott has over 30 years' global experience in the energy, transport and logistics industries holding senior management roles focussed on operations, health, safety and environment, risk management, security and the community.</p> <p>Scott is a highly experienced leader with an outstanding track record of implementing innovative strategies and initiatives that deliver safety outcomes in high risk operating businesses. Scott was appointed to the RISSB Board in May 2019 and is a member of the Audit & Risk Committee.</p>
<p>Kylie Gallasch, Industry Director – Network Managers/Owners</p>	<p>Kylie Gallasch is a highly engaged Group Executive with more than 20 years rail experience, an expansive portfolio, and a strong line-of-sight to customer outcomes. She is a strategic, empathetic people manager who, as ARTC's Chief Financial Officer, currently leads the Finance, Procurement, Fleet & Supply division. Her most recent previous role included responsibility for engineering services; risk, safety & environment and systems & technology management.</p> <p>Kylie is a Fellow of CPA Australia, has completed the AICD Company Directors Course and currently serves as a Director of Minda - a South Australian-based non-profit that empowers people with intellectual disability to reach their aspirations while maximising their independence. Kylie was elected to the RISSB Board in December 2019 and is a member of the Remuneration & People Committee.</p>

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' REPORT

Mark Carling, Industry Director – Suppliers & Contractors	<p>Mark Carling is the APAC Regional Managing Director for Unipart Group. Unipart Group delivers technology and supply chain solutions across a range of market sectors including Automotive, Aerospace & Defence, Technology, Healthcare, Rail & Public Transport, Logistics and Manufacturing.</p> <p>Prior to joining Unipart, Mark held executive roles as Director of Strategy and New Business at KBR Infrastructure Services, Regional Director of Consulting and Advisory for SNC-Lavalin Atkins, and Regional Managing Director for both Survitec Group and Faiveley Transport, multi-national organisations with activities in Australia and the broader APAC region. Mark is a Fellow of the Institute of Mechanical Engineers, a Fellow and Engineering Executive of Engineers Australia and a Graduate of the Australian Institute of Company Directors. Mark was elected to the RISSB Board in November 2020 and previously served on the Board between February 2019 and February 2020. Mark is a member of the Remuneration & People Committee.</p>
--	---

Directors attendance at Meetings of the Board held during the Financial Year

Director	Meetings Eligible to Attend	Number Attended
Deborah Spring	6	5
David George	6	6
Timothy Kuypers	6	5
Kate Bowman	6	6
Scott Cornish	6	6
Kylie Gallasch	6	4
Mark Carling	6	6

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465
DIRECTORS' REPORT

Directors attendance at Meetings of Committees held during the Financial Year

	Audit & Risk		Remuneration & People	
Director	Meetings Eligible to Attend	Number Attended	Meetings Eligible to Attend	Number Attended
David George	5	5	-	-
Deborah Spring	5	4	3	3
Tim Kuypers	5	5	-	-
Scott Cornish	5	5	-	-
Kate Bowman	-	-	3	3
Kylie Gallasch	-	-	3	3
Mark Carling	-	-	3	3

Contributions on Winding up

In the event of the company being wound up, members (serving and within one year of ceasing to be a member) are required to contribute a maximum of \$10 each.

The total amount that members of the company are liable to contribute if the company is wound up based on 150 current members is \$1,500.

Auditor's Independence Declaration

A copy of the auditor's independence declaration as required under section 307C of the Corporations Act 2001 is set out on the following page.

Signed by two directors in accordance with a resolution of the Board of Directors:



Deborah Spring



Timothy Kuypers

Dated: 10 October 2022



accountants + auditors

Brisbane
GPO Box 1087
Brisbane Qld 4001 Australia

Gold Coast
GPO Box 1087
Brisbane Qld 4001 Australia

Banyo
PO Box 80
Banyo Qld 4014 Australia

e: info@mgisq.com.au
w: www.mgisq.com.au
t: +61 7 3002 4800

**AUDITOR'S INDEPENDENCE DECLARATION
TO THE DIRECTORS OF RAIL INDUSTRY SAFETY AND
STANDARDS BOARD (RISSB) LIMITED**

In accordance with the requirements of section 307C of the *Corporations Act 2001*, as lead auditor for the audit of Rail Industry Safety and Standards Board (RISSB) Limited for the year ended 30 June 2022, I declare that, to the best of my knowledge and belief, there have been:

- No contraventions of the auditor independence requirements of the *Corporations Act 2001* in relation to the audit; and
- No contraventions of any applicable code of professional conduct in relation to the audit.

MGI Audit Pty Ltd

A handwritten signature in black ink, appearing to read 'S C Greene', with a stylized flourish at the end.

S C Greene
Director

10 October 2022

Brisbane

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 30 JUNE 2022

	Notes	2022 \$	2021 \$
Revenue from ordinary activities	3(a)	5,387,556	3,823,719
Depreciation and amortisation expenses		(127,930)	(130,792)
Employee benefits expenses	3(b)	(3,497,386)	(2,358,065)
Consultancy & project costs		(1,229,845)	(653,564)
Events & training		-	(95,902)
Other expenses from ordinary activities	3(c)	(972,856)	(1,256,627)
Deficit from ordinary activities		<u>(440,461)</u>	<u>(671,231)</u>
Other comprehensive income		<u>-</u>	<u>-</u>
Other comprehensive income for the year		<u>-</u>	<u>-</u>
Total comprehensive income for the year		<u>(440,461)</u>	<u>(671,231)</u>
Deficit attributable to members of the entity		<u>(440,461)</u>	<u>(671,231)</u>
Total comprehensive income attributable to members of the entity		<u>(440,461)</u>	<u>(671,231)</u>

The accompanying notes form part of these financial statements.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE 2022

	Notes	2022 \$	2021 \$
CURRENT ASSETS			
Cash and cash equivalents	4	5,970,777	4,938,594
Trade & other receivables	5	309,327	691,272
Other assets	6	404,661	239,974
TOTAL CURRENT ASSETS		6,684,765	5,869,840
NON-CURRENT ASSETS			
Property, plant and equipment	7	350,866	455,437
Intangible assets	8	120,909	135,025
TOTAL NON-CURRENT ASSETS		471,775	590,462
TOTAL ASSETS		7,156,540	6,460,302
CURRENT LIABILITIES			
Trade & other payables	9	2,093,009	1,296,010
Unearned Revenue		612,192	248,056
Employee provisions	10	294,556	243,828
Lease Liability	11	101,491	93,078
TOTAL CURRENT LIABILITIES		3,101,248	1,880,972
NON-CURRENT LIABILITIES			
Employee Provisions	10	48,159	33,359
Lease Liability	11	246,944	345,321
TOTAL NON-CURRENT LIABILITIES		295,103	378,680
TOTAL LIABILITIES		3,396,351	2,259,652
NET ASSETS		3,760,189	4,200,650
EQUITY			
Retained Surplus		2,760,189	3,200,650
Special Reserve	16	1,000,000	1,000,000
TOTAL EQUITY		3,760,189	4,200,650

The accompanying notes form part of these financial statements.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 30 JUNE 2022

	Retained Earnings \$	Special Reserve \$	Total Equity \$
Balance at 1 July 2020	3,871,881	1,000,000	4,871,881
Net deficit for the year	(671,231)	-	(671,231)
Other comprehensive income	-	-	-
Total comprehensive income	-	-	-
Balance at 30 June 2021	3,200,650	1,000,000	4,200,650
Balance at 1 July 2021	3,200,650	1,000,000	4,200,650
Net deficit for the year	(440,461)	-	(440,461)
Other comprehensive income	-	-	-
Total comprehensive income	-	-	-
Balance at 30 June 2022	2,760,189	1,000,000	3,760,189

The accompanying notes form part of these financial statements.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30 JUNE 2022

	Notes	2022 \$	2021 \$
CASH FLOW FROM OPERATING ACTIVITIES			
Receipts from customers		5,947,514	3,839,516
Funds receipted for ALCAM program		398,879	745,096
Payments for ALCAM programs		(322,111)	(50,347)
Payments to suppliers and employees		(4,874,334)	(4,292,382)
Interest received		6,152	26,925
Finance cost		(24,750)	(22,226)
Net cash provided by operating activities		1,131,350	246,582
CASH FLOW FROM INVESTING ACTIVITIES			
Payment for property, plant and equipment		(9,203)	(99,510)
Payment for intangible assets		-	(135,025)
Net cash used in investing activities		(9,203)	(234,535)
CASH FLOW FROM FINANCING ACTIVITIES			
Repayment of AASB 16 lease liabilities		(89,964)	(100,080)
Net cash used in financing activities		(89,964)	(100,080)
Net increase/(decrease) in cash held		1,032,183	(88,033)
Cash at beginning of financial year		4,938,594	5,026,627
Cash at end of financial year		5,970,777	4,938,594

The accompanying notes form part of these financial statements.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements are general purpose financial statements that have been prepared in accordance with Australian Accounting Standards – Simplified Disclosures of the Australian Accounting Standards Board (AASB) and the *Corporations Act 2001*. The entity is a not-for-profit entity for financial reporting purposes under Australian Accounting Standards.

Australian Accounting Standards set out accounting policies that the AASB has concluded would result in financial statements containing relevant and reliable information about transactions, events and conditions. Material accounting policies adopted in the preparation of these financial statements are presented below and have been consistently applied unless stated otherwise.

The financial statements, except for the cash flow information, have been prepared on an accrual basis and are based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and financial liabilities. The amounts presented in the financial statements have been rounded to the nearest dollar.

(a) Income Tax

No provision for income tax has been raised as the company has self-assessed itself to be exempt from income tax under Division 50 of the *Income Tax Assessment Act 1997*.

(b) Cash

For the purposes of the statement of cash flows, cash includes cash on hand and at call deposits with banks or financial institutions, investments in money market instruments maturing within less than six months and net of bank overdrafts.

(c) Revenue

In order for a transaction to be accounted for under AASB 15, it must represent an agreement between two or more parties that creates enforceable rights and obligations and also contains performance obligation(s); being a promise to transfer to the customer a good or service. AASB 1058 applies to transactions of not-for-profit entities where the consideration to acquire an asset (including cash) is significantly less than fair value principally to enable the entity to further its objectives.

Revenue comprises revenue from MOU funding income, membership fees, project income, interest income and other income. A summary of revenue is shown in Note 3(a).

Revenue is recognised when an agreement between the Company and one or more parties creates enforceable rights and obligations and also contains performance obligation(s); being a promise to transfer to the customer a good or service. Details of the activity-specific recognition criteria are described below.

MOU Funding

MOU Funding are recognised as revenue when the performance obligation inherent within each funding agreement is satisfied. Recognition of the funding as revenue is deferred until those conditions are satisfied.

Revenue from a funding that is not subject to performance obligations is recognised when the company obtains control of the funds, economic benefits are probable and the amount can be measured reliably. Where a funding may be required to be repaid if certain conditions are not satisfied, a liability is recognised at year end to the extent that conditions remain unsatisfied. Where the company receives a contribution of an asset from a government or other party for no or nominal consideration, the asset is recognised at fair value and a corresponding amount of revenue is recognised.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(c) Revenue (Continued)

Membership fees

Membership fees income is recognised when the company completes the performance obligations within the agreement and the amount can be measured reliably.

Project Income

Project income is recognised upon the delivery of the agreed performance obligations and project services to the customers.

Interest income

Interest revenue is recognised as it accrues using the effective interest rate method, which for financial assets is the rate inherent in the investment.

All revenue is stated net of the amount of goods and services tax (GST).

(d) Property, Plant and Equipment

Each class of property plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation.

Plant and equipment

Plant and equipment is measured on the cost basis.

The carrying amount of plant and equipment is reviewed annually by the directors to ensure it is not in excess of the recoverable amount from those assets. The recoverable amount is assessed on the basis of the expected net cash flows which will be received from the assets employment and subsequent disposal. The expected net cash flows have not been discounted to present values in determining recoverable amounts.

Depreciation

The depreciable amount of all fixed assets including buildings and capitalised leased assets, but excluding freehold land, are depreciated over their estimated useful lives to the company commencing from the time the asset is held ready for use. Leasehold improvements are amortised over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

The depreciation rates and useful lives used for each class of depreciable assets are:

Class of fixed asset	Depreciation rates/useful lives	Depreciation basis
Office Equipment	10 – 40 %	Straight Line
Office Furniture & Fittings	20 %	Straight Line
Office Fit Out	33 %	Straight Line

(e) Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of expense. Receivables and payables in the statement of financial position are shown inclusive of GST.

(f) Receivables

Trade receivables and other receivables are recorded at amounts due less any provision for doubtful debts.

(g) Payables

Liabilities are recognised for amounts to be paid in the future for goods and services received, whether or not billed to the company.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(h) Employee Benefits

Short-term employee benefits

Short-term employee benefits are benefits, other than termination benefits, that are expected to be settled wholly within 12 months after the end of the period in which the employees render the related service. Examples of such benefits include wages and salaries and non-monetary benefits. Short-term employee benefits are measured at the undiscounted amounts expected to be paid when the liabilities are settled.

Other long-term employee benefits

The company's liabilities for annual leave and long service leave are included in non-current provisions as they are not expected to be settled wholly within 12 months after the end of the period in which the employees render the related service. They are measured at the present value of the expected future payments to be made to employees. The expected future payments incorporate anticipated future wage and salary levels, experience of employee departures and periods of service, and are discounted at rates determined by reference to market yields at the end of the reporting period on high quality corporate bonds that have maturity dates that approximate the timing of the estimated future cash outflows. Any re-measurements arising from experience adjustments and changes in assumptions are recognised in profit or loss in the periods in which the changes occur. The company presents employee benefit obligations as current liabilities in the statement of financial position if the company does not have an unconditional right to defer settlement for at least 12 months after the reporting period, irrespective of when the actual settlement is expected to take place.

(i) Financial Instruments

Initial recognition and measurement (continued)

Financial assets and financial liabilities are recognised when the entity becomes a party to the contractual provisions of the financial instrument, and are measured initially at fair value adjusted by transactions costs except for those carried at fair value through profit or loss, which are measured initially at fair value. Subsequent measurement of financial assets and financial liabilities are described below.

Financial assets are derecognised when the contractual rights to the cash flows from the financial asset expire, or when the financial asset and all substantial risks and rewards are transferred. A financial liability is derecognised when it is extinguished, discharged, cancelled or expires.

Classification and Subsequent Measurement of Financial Assets

Except for those trade receivables that do not contain a significant financing component and are measured at the transaction price, all financial assets are initially measured at fair value adjusted for transaction costs (where applicable).

For the purpose of subsequent measurement, financial assets other than those designated and effective as hedging instruments are classified into the following categories upon initial recognition:

- amortised cost
- fair value through profit or loss (FVPL)
- equity instruments at fair value through other comprehensive income (FVOCI)

All income and expenses relating to financial assets that are recognised in profit or loss are presented within finance costs, finance income or other financial items, except for impairment of trade receivables which is presented within other expenses.

Classifications are determined by both:

- The entities business model for managing the financial asset
- The contractual cash flow characteristics of the financial assets

All income and expenses relating to financial assets that are recognised in profit or loss are presented within finance costs, finance income or other financial items, except for impairment of trade receivables, which is presented within other expenses.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(i) Financial Instruments (Continued)

Financial assets at amortised cost

Financial assets are measured at amortised cost if the assets meet the following conditions (and are not designated as FVPL):

- They are held within a business model whose objective is to hold the financial assets and collect its contractual cash flows.
- The contractual terms of the financial assets give rise to cash flows that are solely payments of principal and interest on the principal amount outstanding.

After initial recognition, these are measured at amortised cost using the effective interest method. Discounting is omitted where the effect of discounting is immaterial.

The company's cash and cash equivalents, trade and most other receivables fall into this category of financial instruments as well as long-term deposits.

Financial assets at fair value through profit or loss (FVPL)

Financial assets that are held within a different business model other than 'hold to collect' or 'hold to collect and sell' are categorised at fair value through profit and loss. Further, irrespective of business model financial assets whose contractual cash flows are not solely payments of principal and interest are accounted for at FVPL. All derivative financial instruments fall into this category, except for those designated and effective as hedging instruments, for which the hedge accounting requirements apply.

Equity instruments at fair value through other comprehensive income (Equity FVOCI)

Investments in equity instruments that are not held for trading are eligible for an irrevocable election at inception to be measured at FVOCI. Under Equity FVOCI, subsequent movements in fair value are recognised in other comprehensive income and are never reclassified to profit or loss. Dividends from these investments continue to be recorded as other income within the profit or loss unless the dividend clearly represents return of capital.

Impairment of Financial assets

AASB 9's impairment requirements use more forward looking information to recognize expected credit losses - the 'expected credit losses (ECL) model'. Instruments within the scope of the new requirements included loans and other debt-type financial assets measured at amortised cost and FVOCI, trade receivables and loan commitments and some financial guarantee contracts (for the issuer) that are not measured at fair value through profit or loss.

The company considers a broader range of information when assessing credit risk and measuring expected credit losses, including past events, current conditions, reasonable and supportable forecasts that affect the expected collectability of the future cash flows of the instrument.

In applying this forward-looking approach, a distinction is made between:

- Financial instruments that have not deteriorated significantly in credit quality since initial recognition or that have low credit risk ('Stage 1') and
- Financial instruments that have deteriorated significantly in credit quality since initial recognition and whose credit risk is not low ('Stage 2').
- 'Stage 3' would cover financial assets that have objective evidence of impairment at the reporting date.

'12-month expected credit losses' are recognised for the first category while 'lifetime expected credit losses' are recognised for the second category. Measurement of the expected credit losses is determined by a probability-weighted estimate of credit losses over the expected life of the financial instrument.

Trade and other receivables

Trade and other receivables include amounts due from customers for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Trade and other receivables are initially recognised at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for impairment. Refer to Note 1(j) for further discussion on the determination of impairment losses.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(i) Financial Instruments (continued)

Classification and measurement of financial liabilities

As the accounting for financial liabilities remains largely unchanged from AASB 139, the company's financial liabilities were not impacted by the adoption of AASB 9. However, for completeness, the accounting policy is disclosed below.

The company's financial liabilities include borrowings and trade and other payables. Financial liabilities are initially measured at fair value, and, where applicable, adjusted for transaction costs unless the company's designated a financial liability at fair value through profit or loss.

Classification and measurement of financial liabilities (continued)

Subsequently, financial liabilities are measured at amortised cost using the effective interest method except for derivatives and financial liabilities designated at FVPL, which are carried subsequently at fair value with gains or losses recognised in profit or loss (other than derivative financial instruments that are designated and effective as hedging instruments).

All interest-related charges and, if applicable, changes in an instrument's fair value that are reported in profit or loss are included within finance costs or finance income.

Impairment

The company considers a broader range of information when assessing credit risk and measuring expected credit losses, including past events, current conditions, reasonable and supportable forecasts that affect the expected collectability of the future cash flows of the instrument.

In applying this forward-looking approach, a distinction is made between: financial instruments that have not deteriorated significantly in credit quality since initial recognition or that have low credit risk ('Stage 1') and financial instruments that have deteriorated significantly in credit quality since initial recognition and whose credit risk is not low ('Stage 2').

'Stage 3' would cover financial assets that have objective evidence of impairment at the reporting date. '12-month expected credit losses' are recognised for the first category while 'lifetime expected credit losses' are recognised for the second category. Measurement of the expected credit losses is determined by a probability-weighted estimate of credit losses over the expected life of the financial instrument

Derecognition

Financial assets are derecognised where the contractual rights to receipt of cash flows expires or the asset is transferred to another party whereby the entity is no longer have any significant continuing involvement in the risks and benefits associated with the asset. Financial liabilities are derecognised where the related obligations are either discharged, cancelled or expire. The difference between the carrying value of the financial liability extinguished or transferred to another party and the fair value of consideration paid, including the transfer of non-cash assets or liabilities assumed is recognised in the profit or loss.

(j) Impairment of Assets

At the end of each reporting period, the entity reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the asset's carrying amount. Any excess of the asset's carrying amount over its recoverable amount is recognised in profit or loss.

Where it is not possible to estimate the recoverable amount of an individual asset, the company estimates the recoverable amount of the cash-generating unit to which the asset belongs.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(k) Intangibles

Recognition of other intangible assets

All intangible assets that meet the criteria of *AASB 138 Intangible Assets* are accounted for using the cost model whereby capitalised costs are amortised on a straight-line basis over their estimated useful lives, as these assets are considered finite. Residual values are compared to their recoverable amount to review for impairment, and useful lives are reviewed at each reporting date to confirm their estimate.

Subsequent expenditures on intangible assets are assessed in accordance with *AASB 138 Intangible Assets*, and either capitalised if considered a development asset or expensed if considered research expenditure. When an intangible asset is disposed of, the gain or loss on disposal is determined as the difference between the proceeds and the carrying amount of the asset, and is recognised in profit or loss within other income or other expenses.

Class of Intangible asset	Amortisation rates/useful lives	Amortisation basis
Training Courses	33 %	Straight Line

(l) Leases

The Entity as lessee

At inception of a contract, the company assesses if the contract contains or is a lease. If there is a lease present, a right-of-use asset and a corresponding lease liability is recognised by the company where the company is a lessee. However all contracts that are classified as short-term leases (lease with remaining lease term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Initially the lease liability is measured at the present value of the lease payments still to be paid at commencement date. The lease payments are discounted at the interest rate implicit in the lease. If this rate cannot be readily determined, the Entity uses the incremental borrowing rate.

Lease payments included in the measurement of the lease liability are as follows:

- fixed lease payments less any lease incentives;
- variable lease payments that depend on an index or rate, initially measured using the index or rate at the commencement date;
- the amount expected to be payable by the lessee under residual value guarantees;
- the exercise price of purchase options, if the lessee is reasonably certain to exercise the options;
- lease payments under extension options if lessee is reasonably certain to exercise the options; and
- payments of penalties for terminating the lease, if the lease term reflects the exercise of an option to terminate the lease

The right-of-use assets comprise the initial measurement of the corresponding lease liability as mentioned above, any lease payments made at or before the commencement date as well as any initial direct costs. The subsequent measurement of the right-of-use assets is at cost less accumulated depreciation and impairment losses.

Right-of-use assets are depreciated over the lease term or useful life of the underlying asset whichever is the shortest.

Where a lease transfers ownership of the underlying asset or the cost of the right-of-use asset reflects that the company anticipates to exercise a purchase option, the specific asset is depreciated over the useful life of the underlying asset.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(m) Provisions, contingent liabilities and contingent assets

Provisions are measured at the estimated expenditure required to settle the present obligation, based on the most reliable evidence available at the reporting date, including the risks and uncertainties associated with the present obligation. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. Provisions are discounted to their present values, where the time value of money is material.

Any reimbursement that RISSB can be virtually certain to collect from a third party with respect to the obligation is recognised as a separate asset. However, this asset may not exceed the amount of the related provision.

No liability is recognised if an outflow of economic resources as a result of present obligation is not probable. Such situations are disclosed as contingent liabilities, unless the outflow of resources is remote in which case no liability is recognised.

(n) Comparative Figures

When required by Accounting Standards, comparative figures have been adjusted to conform to changes in presentation for the current financial year.

(o) Significant management judgement in applying accounting policies

When preparing the financial statements, management undertakes a number of judgements, estimates and assumptions about the recognition and measurement of assets, liabilities, income and expenses.

Estimation uncertainty

Information about estimates and assumptions that have the most significant effect on recognition and measurement of assets, liabilities, income and expenses is provided below.

Performance obligations under AASB 15

To identify a performance obligation under AASB 15, the promise must be sufficiently specific to be able to determine when the obligation is satisfied. Management exercises judgement to determine whether the promise is sufficiently specific by taking into account any conditions specified in the arrangement, explicit or implicit, regarding the promised goods or services. In making this assessment, management includes the nature/ type, cost/ value, quantity and the period of transfer related to the goods or services promised.

Impairment

In assessing impairment, management estimates the recoverable amount of each asset, based on expected future cash flows and uses an interest rate to discount them. Estimation uncertainty relates to assumptions about future operating results and the determination of a suitable discount rate.

Useful lives of depreciable assets

Management reviews its estimate of the useful lives of depreciable assets at each reporting date, based on the expected utility of the assets. Uncertainties in these estimates relate to technical obsolescence that may change the utility of certain software and IT equipment.

Long service leave

The liability for long service leave is recognised and measured at the present value of the estimated cash flows to be made in respect of all employees at the reporting date. In determining the present value of the liability, estimates of attrition rates and pay increases through promotion and inflation have been taken into account.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 1: STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

(p) New, Amended and Future Accounting Standards Impacting the Company

Initial adoption of AASB 1060: General Purpose Financial Statements – Simplified Disclosures for For-Profit and Not-for-Profit Tier 2 Entities

The Company has adopted AASB 1060: General Purpose Financial Statements – Simplified Disclosures for For-Profit and Not-for-Profit Tier 2 Entities for the first time this reporting period. The Standard, which sets out a new separate disclosure Standard to be applied by all entities that are reporting under Tier 2 of the Differential Reporting Framework in AASB 1053: Application of Tiers of Australian Accounting, replaces the previous Reduced Disclosure Requirements (RDR) framework. The application of this standard has resulted in amended disclosures only for the 2022 financial year.

(q) Funds Held in Trust

During the financial year, the Company agreed to manage the funds held in trust for the Australian Level Crossing Assessment Model ('ALCAM'). The balance of the funds available at reporting date was \$797,513, which was recorded as restricted cash funds. ALCAM liability balance at reporting date was \$762,017 (ALCAM funds held in trust).

The movements for revenue and expenditure have been included within the operating cash flows and revenue and expenditure in the statement of profit or loss of the Company, but separately disclosed.

(r) Comparative Figures

In the 2022 financial year financial statements, certain expenses have been reclassified to alternate expense line items as the Directors believe these better reflect their true nature for users of the financial statements to understand. Comparative figures for these changes have also been amended.

The comparative figures recorded at Other Expenses Note 3 (c) and within the Statement of Profit and Loss and Other Comprehensive Income have been amended to reflect the change in accounting allocation and reporting of license expenses. In the current year, all license expenses are recorded at the IT and License label.

Details of these changes are as follows:

Statement of Profit or Loss	2021 Previously Reported \$	2021 Restated \$	Movement \$
Other Expenses *	(1,201,469)	(1,256,627)	(55,158)
Consultancy & project costs	(708,722)	(653,564)	55,158
Deficit in the year	(671,231)	(671,231)	-

* Line item impacted in note 3c – Other Expenses – IT Costs moving to IT & license costs, \$37,840 to \$92,998

NOTE 2: ECONOMIC DEPENDENCE

Economic dependence exists where the normal trading activities of a company depends upon a significant volume of business. The Rail Industry Safety and Standards Board (RISSB) Limited is dependent on funding received from rail industry participants to carry out its normal activities

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

	2022 \$	2021 \$
NOTE 3: PROFIT FROM ORDINARY ACTIVITIES		
Profit from ordinary activities has been determined after:		
(a) Revenue		
Membership fees	2,331,231	1,795,816
MOU funding	1,632,000	1,632,000
Interest income	6,152	26,925
Project income	259,253	214,911
Other income	81,245	25,220
Technical services	667,693	55,190
ALCAM income	409,982	73,657
Total Income	5,387,556	3,823,719
(b) Employee benefits expenses		
Salaries & employment costs	3,114,766	2,177,031
Superannuation	382,620	181,034
Total Employee Benefits expenses	3,497,386	2,358,065
(c) Other expenses from ordinary activities		
Rent and outgoings	11,375	5,150
Office and administration costs	107,202	112,360
Advertising & marketing	44,474	51,421
Board expenses	87,277	129,513
Audit fees	18,950	18,515
Professional fees	213,198	316,246
IT & license costs	88,420	92,998
Interest expense – AASB 16 Leases	24,750	26,039
Travel and accommodation	71,206	67,102
Website costs	59,179	51,993
Other expenses	69,239	330,386
ALCAM expenses (excluding wages & salaries)	177,586	54,904
Total Other expenses from ordinary activities	972,856	1,256,627
NOTE 4: CASH & CASH EQUIVALENTS		
General Fund	5,173,264	4,253,345
ALCAM funds – restricted funds	797,513	685,249
	5,970,777	4,938,594
NOTE 5: TRADE & OTHER RECEIVABLES		
Trade debtors	309,327	691,272

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

	2022	2021
	\$	\$
NOTE 6: OTHER ASSETS		
CURRENT		
Accrued revenue	206,880	27,965
Prepayments	74,500	89,744
Security deposit	123,281	122,265
	<u>404,661</u>	<u>239,974</u>
NOTE 7: PROPERTY, PLANT AND EQUIPMENT		
PLANT AND EQUIPMENT		
Office equipment - at cost	135,508	127,779
Less accumulated depreciation	<u>(126,115)</u>	<u>(120,543)</u>
	<u>9,393</u>	<u>7,236</u>
Office furniture & fittings - at cost	43,430	41,916
Less accumulated depreciation	<u>(38,533)</u>	<u>(33,875)</u>
	<u>4,897</u>	<u>8,041</u>
Lease fitout	20,719	20,719
Less accumulated depreciation	<u>(7,595)</u>	<u>(3,440)</u>
	<u>13,124</u>	<u>17,279</u>
Right of Use Asset	507,458	507,458
Less accumulated depreciation	<u>(184,006)</u>	<u>(84,577)</u>
	<u>323,452</u>	<u>422,881</u>
Total property, plant and equipment	<u>350,866</u>	<u>455,437</u>

(a) Movements in Carrying Amounts

Movement in the carrying amounts for each class of property, plant and equipment between the beginning and the end of the current financial year

	Office equipment	Office furniture & fittings	Lease Fitout	Right of Use Asset	Total
	\$	\$	\$	\$	\$
Balance at the beginning of the year	7,236	8,041	17,279	422,881	455,437
Additions	7,729	1,474	-	-	9,203
Disposals	-	-	-	-	-
Depreciation expense	<u>(5,572)</u>	<u>(4,618)</u>	<u>(4,155)</u>	<u>(99,429)</u>	<u>(113,774)</u>
Carrying amount at end of year	<u>9,393</u>	<u>4,897</u>	<u>13,124</u>	<u>323,452</u>	<u>350,866</u>

The right of use asset is in relation to a lease for an office; information relating to the lease in place and associated balances and transactions are provided below.

Terms and conditions of the office lease

The company lease office in Spring Hill for their corporate office, the lease is for 5 years. It commenced on 1 September 2020 and finalises on 31 August 2025.

There is no renewal option in the current contract. The lease agreement includes an annual 3% adjustment clause for each anniversary of the commencement date.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 8: INTANGIBLE ASSET

Intangible Asset - at cost	135,025	135,025
Less accumulated depreciation	(14,116)	-
	120,909	135,025

Movement in the carrying amounts for each class of Intangible Assets for the year ended to 30 June 2022:

Opening	135,025	-
Add: Additions	-	135,025
Less: Disposals	-	-
Less: amortisation expense	(14,116)	-
Balance at the end of the year	120,909	135,025

NOTE 9: TRADE & OTHER PAYABLES

	2022	2021
	\$	\$
CURRENT		
Trade creditors and accruals	941,283	332,659
Sundry creditors	389,709	278,102
ALCAM funds held in trust – restricted funds	762,017	685,249
	2,093,009	1,296,010

Financial Liabilities at amortised cost classified as accounts payable and other payables

- Total Current	2,093,009	1,296,010
Less other payables (net amount of GST payable)	(141,129)	(168,263)
	1,951,880	1,127,747

Contract balances

The company has recognised the following contract assets & liabilities from contracts with customers:

Contract assets

Accrued income on services provided not yet invoiced	206,880	27,965
	206,880	27,965

Contract liabilities

Unearned revenue	612,192	248,056
	612,192	248,056

Contract Assets

Contract assets arise when work has been performed on a particular program and goods or services have been transferred to the customer and the performance obligations met, but due to the timing of the service an invoice is yet to be raised.

Contract liabilities

Contract liabilities generally represent the unspent funding or other fees received on the condition that specified services are delivered or conditions are fulfilled. In most instances, the provider of the grant has not confirmed whether fees can be rolled forward to future financial years, so there is a chance that funds may need to be repaid until this confirmation is received

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 10: EMPLOYEE PROVISIONS

CURRENT

Provision for annual leave	230,560	187,670
Provision for long service leave (current)	63,996	56,158
	294,556	243,828

NON-CURRENT

Provision for long service leave (Non-Current)	48,159	33,359
	48,159	33,359

NOTE 11: LEASES

The movement in the right of use asset is documented at note 7(a). The associated lease liabilities are presented in the statement of financial position as follows:

Lease liabilities – AASB 16

Current	101,491	93,078
Non-Current	246,944	345,321
Total Leases	348,435	438,399

(a) Maturity analysis of lease liabilities

The maturity analysis of lease liabilities based on contractual undiscounted cash flow is shown in the table below:

	< 1 year	1 – 5 years	> 5 years	Total undiscounted lease liabilities	Lease liabilities included in the Statement of Financial Position
	\$	\$	\$	\$	\$
2022	115,648	262,357	-	378,005	348,435
2021	112,280	378,005	-	490,285	438,399

(b) Statement of profit and loss and other comprehensive income

The amounts recognised in the statement of profit and loss and other comprehensive income relating to leases where the company is a lessee are shown below:

Interest on lease liabilities	101,491	93,078
Expenses relating to short-term leases	246,944	345,321
Total Leases	348,435	438,399

NOTE 12: CAPITAL COMMITMENTS

RISSB had no capital commitments at 30 June 2022 (30 June 2021: \$nil)

NOTE 13: CONTINGENT LIABILITIES

As at the 30 June 2022, the Company had one contingent liability arising from potential penalties under the Superannuation Guarantee. While there is a possibility of an outflow of economic resources on the Company, at the reporting date an estimate of any potential liability was not able to be reliably estimated.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2022

NOTE 14: AFTER BALANCE DATE EVENTS

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the company, the results of those operations, or the state of affairs of the company in future financial years.

NOTE 15: RELATED PARTY TRANSACTIONS

Key Management Personnel

Key Management Personnel of the company are the Board of Directors and Chief Executive Officer. Key Management Personnel remuneration was as follows:

	2022	2021
	\$	\$
Key Management Personnel Remuneration*	498,037	361,102
Total Key Management Personnel Compensation	498,037	361,102

*The movement in Key Management Personnel expenses between periods is the result of the identification and rectification of underpaid superannuation. The identified superannuation underpayment relates to several prior periods and does not require the prior period financial statements to be restated.

Except for the key management personnel transactions noted above, there were no additional related party transactions in the 2022 financial year (30 June 2021: \$nil).

NOTE 16: RESERVE

A special reserve has been set up by the Company to segregate general operating reserves from funds to cover the company's future liabilities. The following is the movement in the 2022/21 and 2020/21 financial years of this reserve.

Special Reserve

Opening balance	1,000,000	1,000,000
Transfer from retained earnings	-	-
Closing special reserve balance	1,000,000	1,000,000

NOTE 17: FINANCIAL RISK MANAGEMENT

Financial assets

Financial assets at amortised cost:

cash and cash equivalents – General fund	5,173,264	4,253,345
cash and cash equivalents – Restricted fund	797,513	685,249
trade and other receivables	309,327	691,272
Total financial assets	6,280,104	5,629,866

Financial liabilities

Financial liabilities at amortised cost:

trade and other payables – general operations	1,330,992	571,948
trade and other payables – ALCAM Fund held in trust	762,017	685,249
Lease liabilities	348,435	438,399
Total financial liabilities	2,441,444	1,695,596

NOTE 18: COMPANY DETAILS

The registered office of the company is:

Rail Industry Safety and Standards Board Limited
Level 6, 200 Creek Street
Brisbane QLD 4000

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED
ABN 58 105 001 465

DIRECTORS' DECLARATION

The directors of the company declare that

1. The financial statements and notes, as set out on pages 9 to 25 are in accordance with the *Corporations Act 2001* including:
 - (a) complying with Australian Accounting Standards – Simplified Disclosures (including the Australian Accounting Interpretations) and the *Corporations Regulation 2001*; and
 - (b) giving a true and fair view of the financial position of the company as at 30 June 2022 and of its performance for the financial year ended on that date.
2. In the directors' opinion there are reasonable grounds to believe that the company will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the directors.

Director



Director



Dated: 10/10/22

Dated: 10/10/22

**accountants + auditors**

Brisbane
GPO Box 1087
Brisbane Qld 4001 Australia

Gold Coast
GPO Box 1087
Brisbane Qld 4001 Australia

Banyo
PO Box 80
Banyo Qld 4014 Australia

e: info@mgisq.com.au
w: www.mgisq.com.au
t: +61 7 3002 4800

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB) LIMITED

Opinion

We have audited the financial report of the Rail Industry Safety and Standards Board (RISSB) Limited (the Company), which comprises the statement of financial position as at 30 June 2022, the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, notes to the financial statements, including a summary of significant accounting policies and the directors' declaration.

In our opinion, the accompanying financial report of the Rail Industry Safety and Standards Board (RISSB) Limited is in accordance with the *Corporations Act 2001*, including:

- (i) giving a true and fair view of the Company's financial position as at 30 June 2022 and of its financial performance for the year ended; and
- (ii) complying with Australian Accounting Standards – *AASB 1060: General Purpose Financial Statements – Simplified Disclosures for For-Profit and Not-for-Profit Tier 2 Entities* and the *Corporations Regulations 2001*.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Company in accordance with the auditor independence requirements of the *Corporations Act 2001* and the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110: *Code of Ethics for Professional Accountants* (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

The directors of the Company are responsible for the other information. The other information comprises the information included in the Company's annual report for the year ended 30 June 2022, but does not include the financial report and our auditor's report thereon. Our opinion on the financial report does not cover the other information and accordingly we do not express any form of assurance conclusion thereon. In connection with our audit of the financial report, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial report or our knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibility of the Directors for the Financial Report

The directors of the Company are responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards – Simplified Disclosures and the *Corporations Act 2001* and for such internal control as the directors determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidated the Company or to cease operations, or have no realistic alternative but to do so.

Auditor's Responsibility for the Audit of the Financial Report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, internal omissions, misrepresentations, or the override of internal control.
- Obtain and understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and reasonableness of accounting estimates and related disclosures made by directors.
- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

Auditor's Responsibility for the Audit of the Financial Report (Continued)

- We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during the audit.

MGI Audit Pty Ltd

S C Greene
Director

Brisbane
10 October 2022

E: info@rissb.com.au
P: PO Box 518
Spring Hill QLD 4004

RISRB.COM.AU

RiSSB
RAIL INDUSTRY SAFETY AND STANDARDS BOARD